

BookletChart™

Frenchman and Blue Hill Bays and Approaches

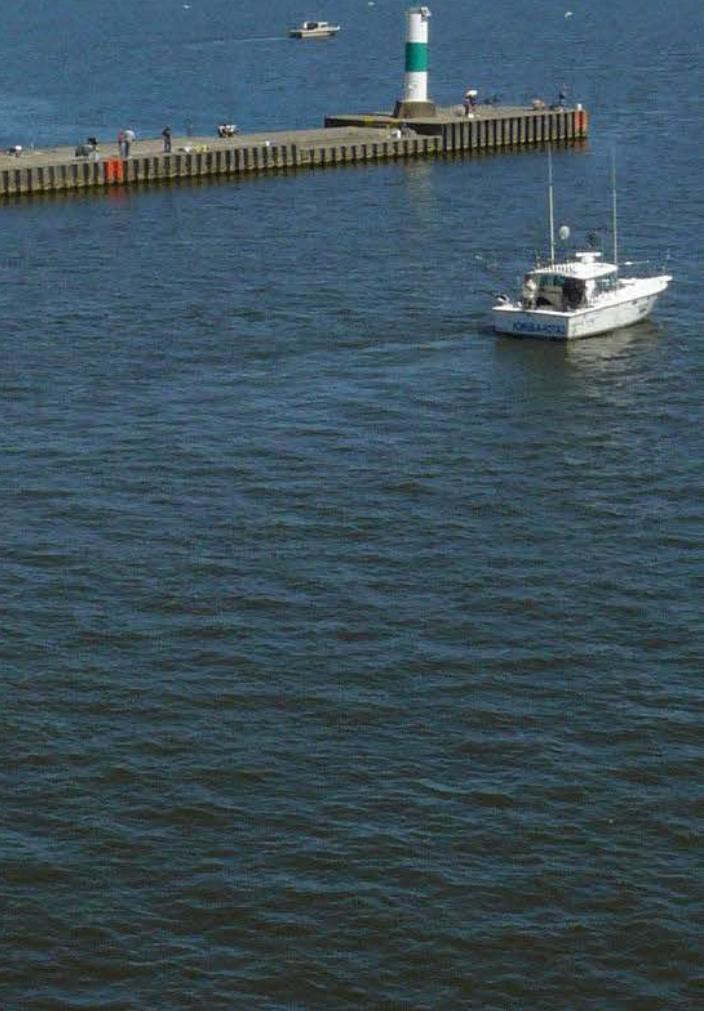
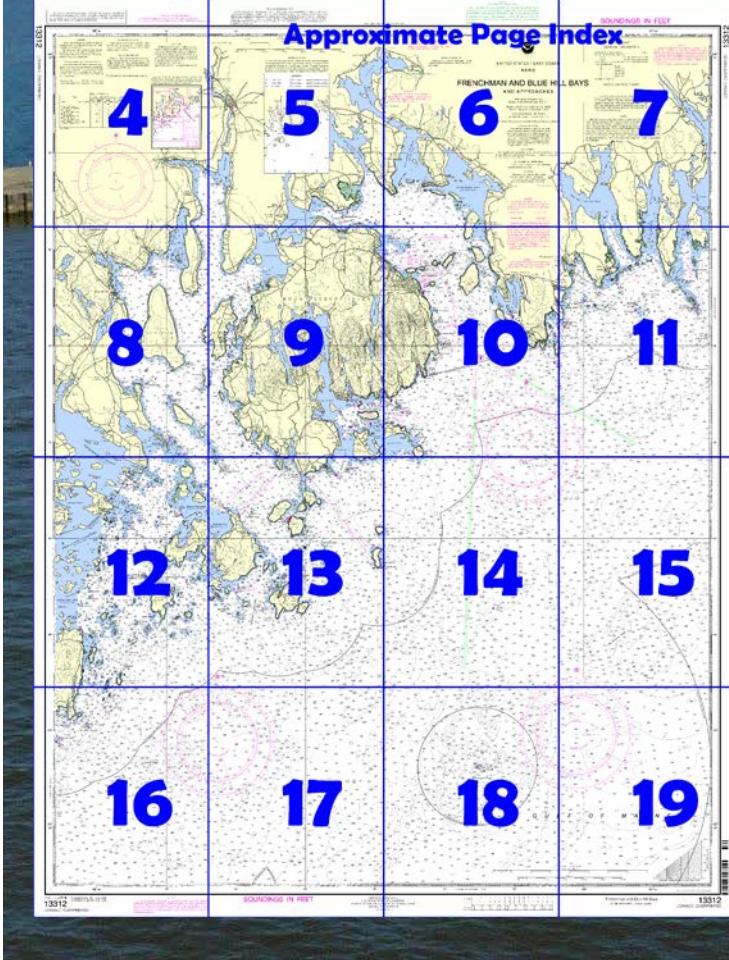
NOAA Chart 13312

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

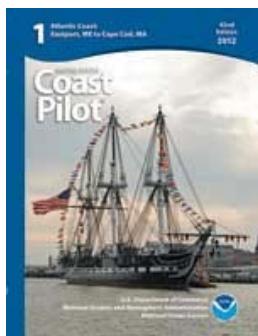
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=133_12.



(Selected Excerpts from Coast Pilot)

The coast between Petit Manan Point and Jericho Bay is indented by Frenchman Bay, Blue Hill Bay, and numerous smaller bays and harbors. **Mount Desert Island** is between Frenchman and Blue Hill Bays.

Acadia National Park comprises the greater part of the southern half of Mount Desert Island, particularly the mountainous areas and the lower half of Schoodic Peninsula on the eastern side of Frenchman Bay, including the scenic Schoodic Point, and

part of Isle au Haut. **Schoodic Mountain**, about 16 miles northward of Schoodic Point, is visible for a good distance off the coast.

Mount Desert Rock, 17.5 miles southward of Mount Desert Island and 11.5 miles from the nearest island, is a rocky islet about 20 feet high.

Mount Desert Light (43°58.1'N., 68°07.7'W.), 75 feet above the water, is shown from a 58-foot conical gray granite tower on the rock. A sound signal is at the light.

Columbia Ledge, 0.7 mile southward of the rock, is covered 18 feet and unmarked.

Frenchman Bay, westward of Schoodic Peninsula and eastward of Mount Desert Island, is the approach to the towns and important summer resorts of Bar Harbor, Winter Harbor, Southwest Harbor, Seal Harbor, Northeast Harbor, and many smaller villages. The bay proper is about 10 miles long and has an average width of about 4 miles. Near the center of the bay, a group of islands extends across the bay; between the islands are two deep channels. Vessels of any size and draft can find anchorage. Navigation is not difficult for strangers.

Navigation Guidelines, Frenchman Bay.—The principal guides to the entrance of Frenchman Bay from the sea are Frenchman Bay Lighted Buoy FB (44°19'21"N., 68°07'24"W.), and the lights on Mount Desert Rock, Great Duck Island, Baker Island, and Egg Rock.

Recommended Vessel Routes.—As the result of a cooperative agreement between Frenchman Bay Pilots, fishermen, cruise ship representatives, the U.S. Coast Guard, deep-draft vessels, and other commercial vessels transiting through Frenchman Bay are requested to follow designated routes. These routes were designed to provide safe, established tracklines for increased commercial vessel traffic and to prevent the loss of fishing gear placed in the waters in the approach to and transit through Frenchman Bay. The routes are defined as follows:

Eastern Route: The eastern limit of the route is about 7.4 miles southeastward of Schoodic Point in about 44°14.9'N., 67°56.3'W. Vessels are requested to begin and end their transit from about this point. Entering and departing vessels should follow tracklines of **300°** and **120°**, respectively, and intersect the recommended southern approach route 0.4 mile NW of Frenchman Bay Lighted Buoy FB.

Southern Route: The southern limit of the route is about 7.0 miles SE of Great Duck Island in about 44°03.2'N., 68°08.6'W. Vessels are requested to begin and end their transit from about this point. Entering and departing vessels should follow tracklines of **002°** and **182°**, respectively, and intersect the recommended eastern approach route 0.4 mile NW of Frenchman Bay Lighted Buoy FB.

The Frenchman Bay recommended route continues NW of Frenchman Bay Lighted Buoy FB along the following positions:

44°20.0'N., 68°08.9'W.;
44°22.6'N., 68°09.6'W.;
44°23.7'N., 68°10.4'W.; thence W to
44°23.7'N., 68°11.2'W. at the edge of Anchorage "A"; thence NW to
44°24.4'N., 68°11.7'W. at the edge of Anchorage "B".

At no time shall the Navigation Rules, International-Inland, be abridged or amended by these navigation guidelines. These guidelines are intended to enhance safety under conditions wherein navigation is not otherwise constrained.

Cadillac Mountain (44°21.1'N., 68°13.6'W.), 1,530 feet high, is the highest point on Mount Desert Island and the highest point along the east coastline of the United States. On a clear day the mountain is visible from 35 to 45 miles seaward. An excellent scenic highway leads from Bar Harbor to the summit of Cadillac Mountain.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

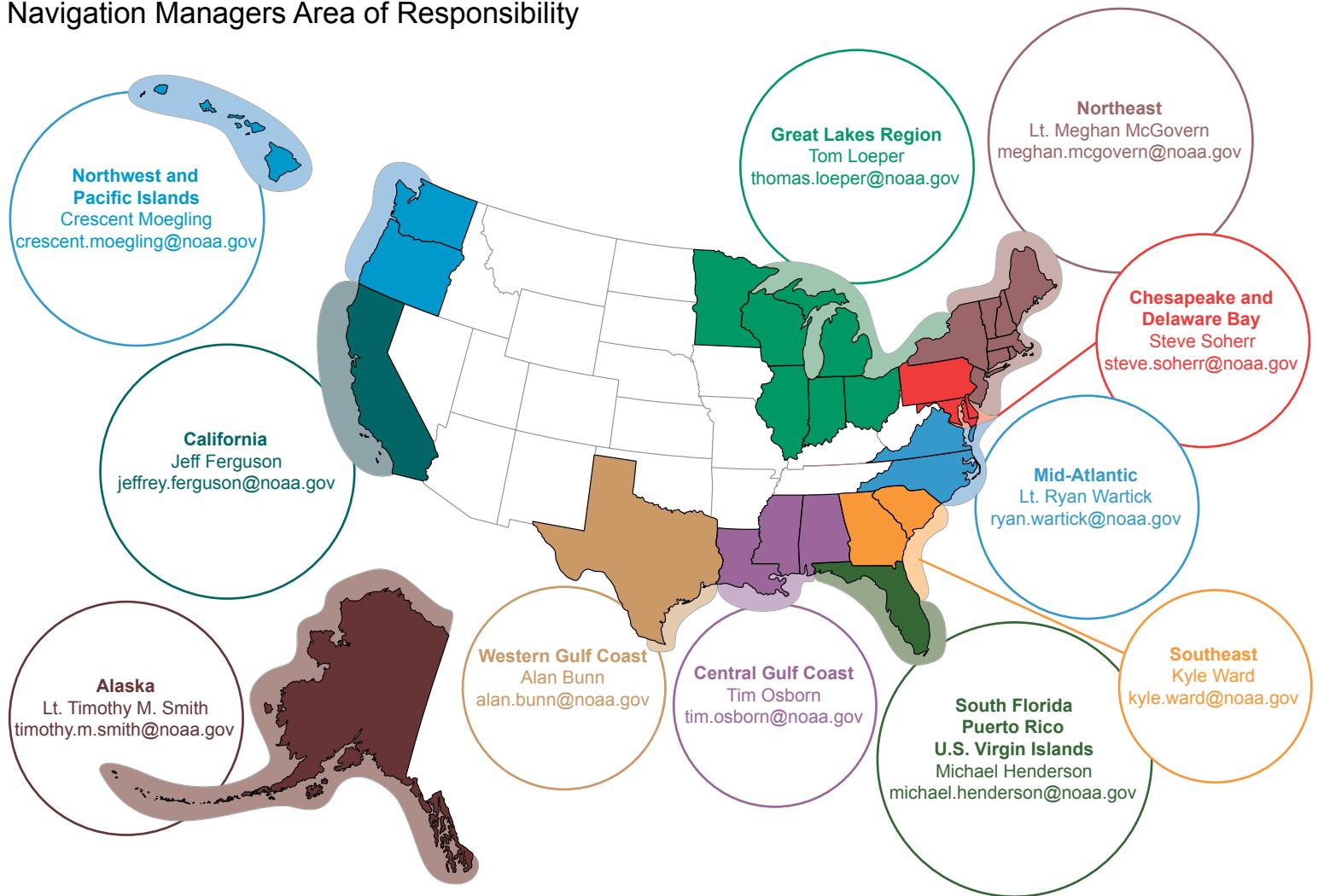
RCC Boston

Commander

1st CG District
Boston, MA

(617) 223-8555

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

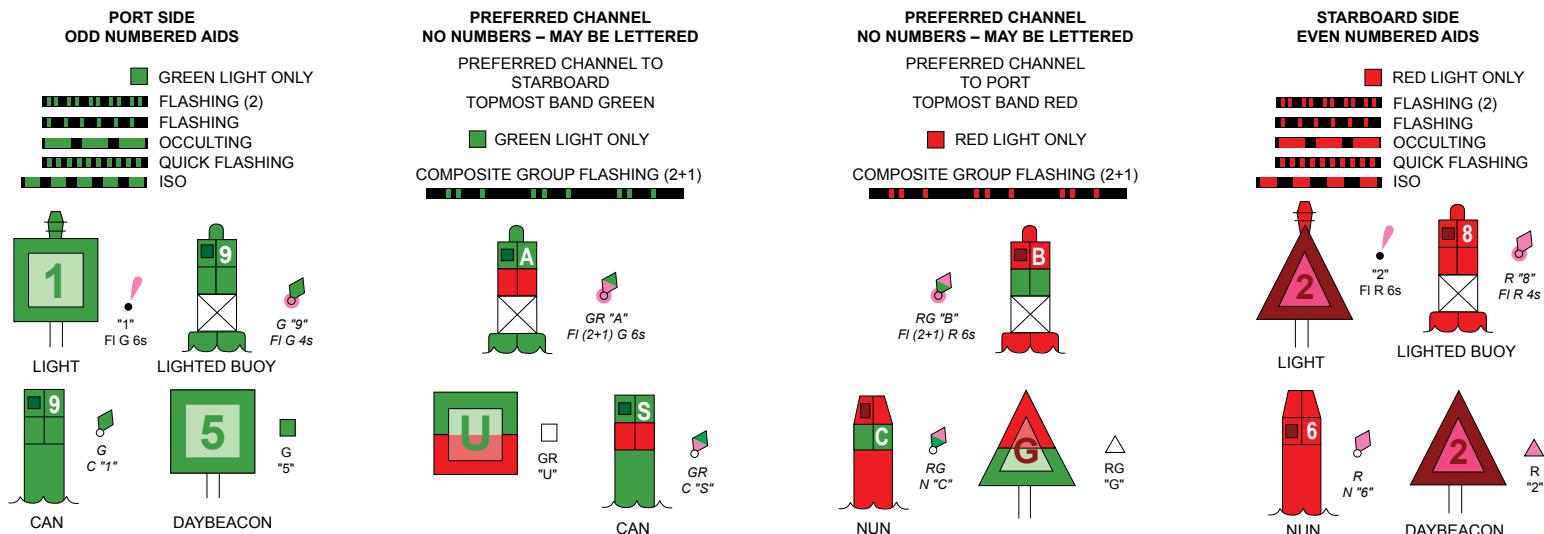
They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at <http://www.navcen.uscg.gov>

13312

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.

COLREGS, 80.105 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

68° 35'

30'

25'

533

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Ellsworth, ME KEC-93 162.400 MHz
Jonesboro Marine, ME WNG-543 162.450 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

For Symbols and Abbreviations see Chart No. 1

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

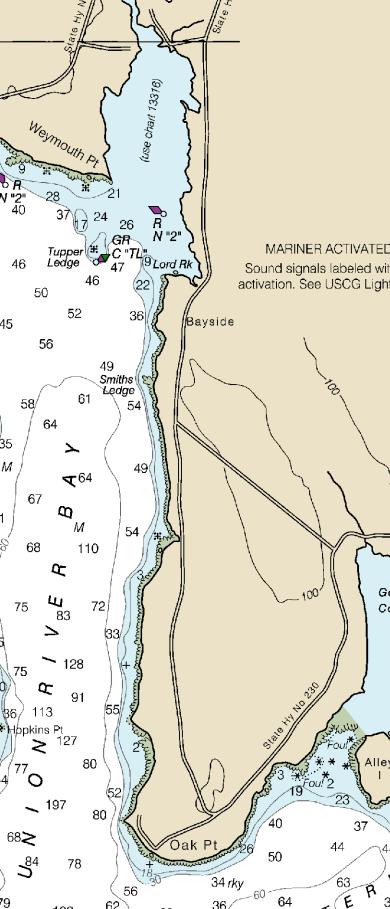
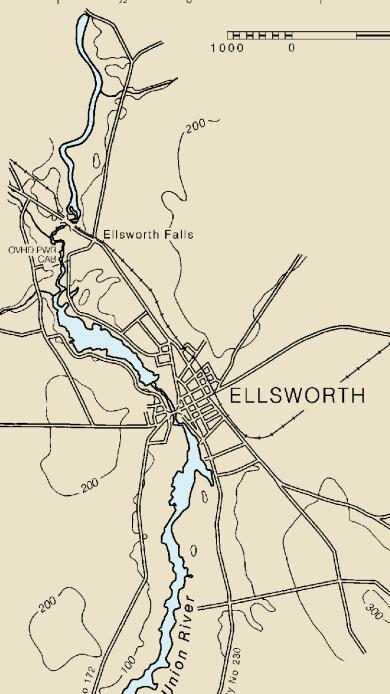
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

(Accurate location) (Approximate location)



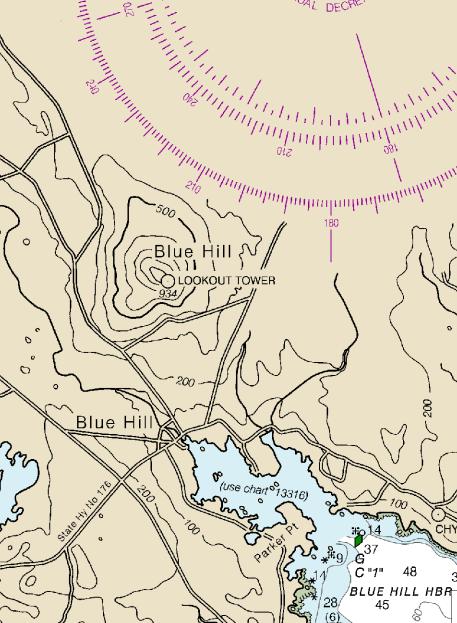
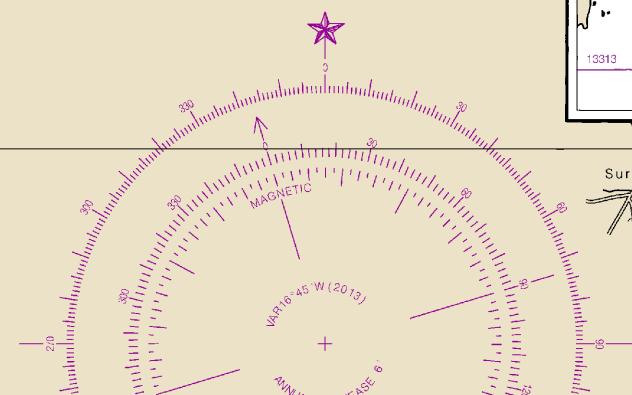
1000 0



MARINER ACTIVATED
Sound signals labeled with activation. See USCG Light

TIDAL INFORMATION		Height referred to datum of soundings (MLLW)		
PLACE	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Pigeon Hill Bay	(44°27'N/67°52'W)	12.1	11.5	0.4
Bar Harbor	(44°23'N/68°12'W)	11.4	10.9	0.4
Bass Harbor	(44°14'N/68°21'W)	10.8	10.3	0.4
Blue Hill Harbor	(44°24'N/68°34'W)	11.0	10.9	0.4
Head Harbor	(44°01'N/68°37'W)	9.9	9.4	0.3

Dashes (—) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.
(April 2013)



Joins page 8

Printed at reduced scale.



SCALE 1:80,000
Nautical Miles

See Note on page 5.

4

Note: Chart grid lines are aligned with true north.

20'

15'

10'

SCALE 1:80,000
Nautical Miles

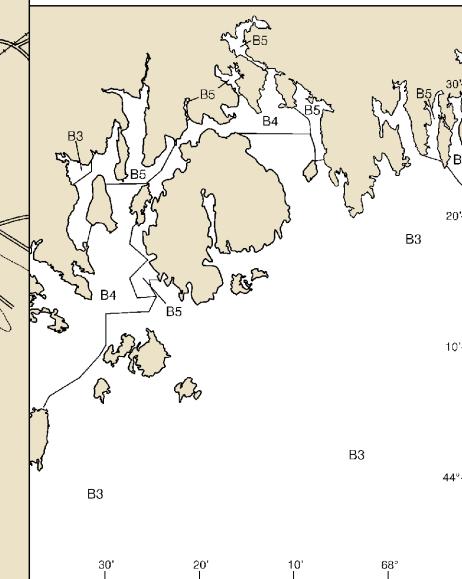
2 3 4 5 6 7
Yards
2000 4000 6000 8000 10000

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage
B5	Pre-1900	NOS Surveys	partial bottom coverage



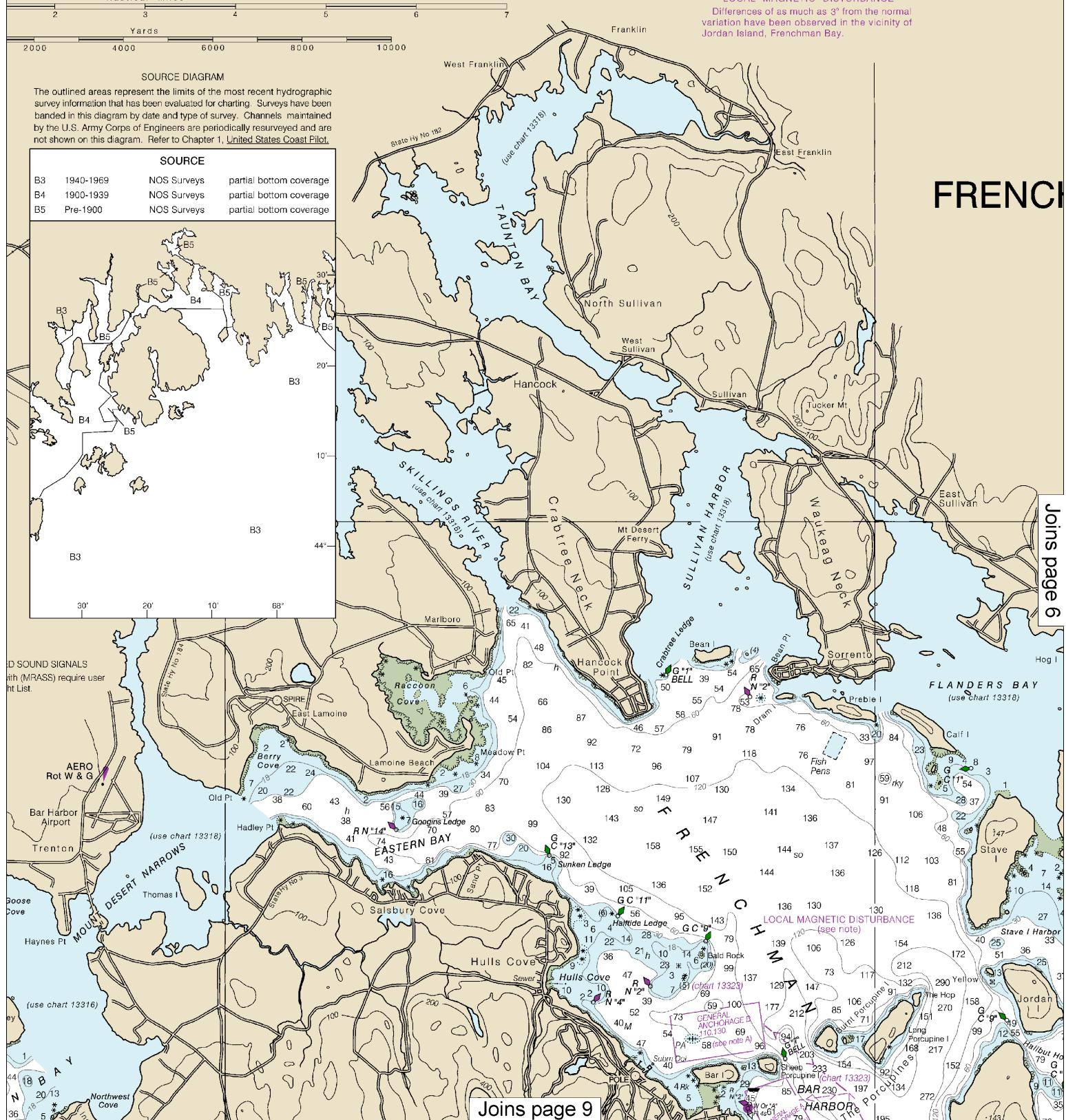
LOCAL MAGNETIC DISTURBANCE

Differences of as much as 3° from the normal variation have been observed in the vicinity of Jordan Island, Frenchman Bay.

FRENCH

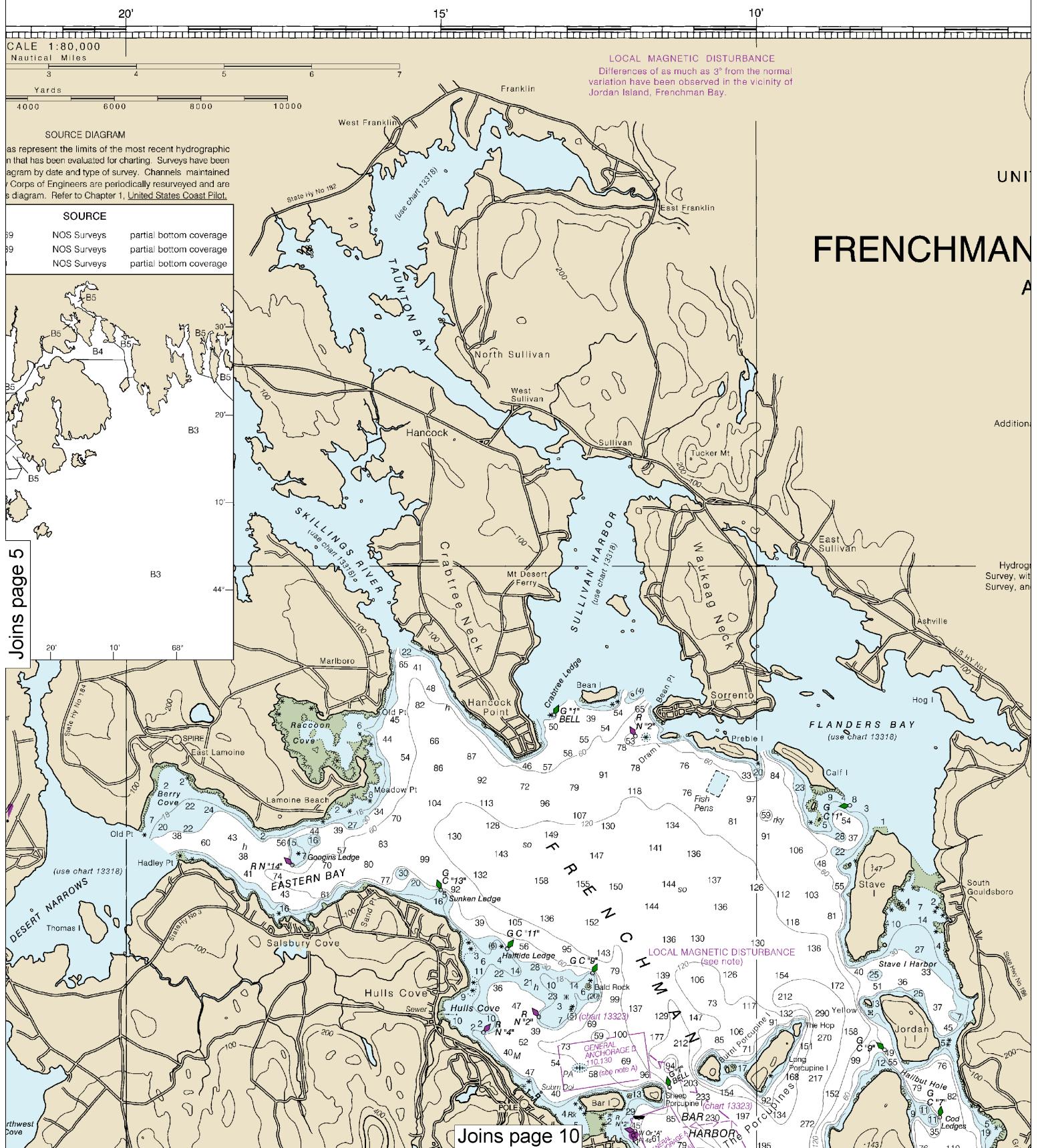
Joins page 6

Joins page 9



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106666. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

5



6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

areas. Other vessels, while not excluded, and monitor VHF channel 16 or 13 for these areas. See U.S. Coast Pilot 1.

SOUNDINGS IN FEET

13312

05'

68°

67° 55'

44°
35'



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST

MAINE

N AND BLUE HILL BAYS AND APPROACHES

Mercator Projection
Scale 1:80,000 at Lat. 44°14'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

Additional information can be obtained at nauticalcharts.noaa.gov.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.287° northward and 1.951° eastward to agree with this chart.

AUTHORITIES

Graphy and topography by the National Ocean Service, Coast with additional data from the Corps of Engineers, Geological and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

HEIGHTS

Elevations of rocks and lights are in feet and refer to Mean High Water.

Contour and summit elevation values are in feet and refer to Mean Sea Level.

West Gouldsboro

Gouldsboro

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

NOTE C

For recommended route of deep draft vessels entering and departing Frenchman Bay and Bar Harbor see U.S. Coast Pilot 1, Chapter 6.

Winter Harbor

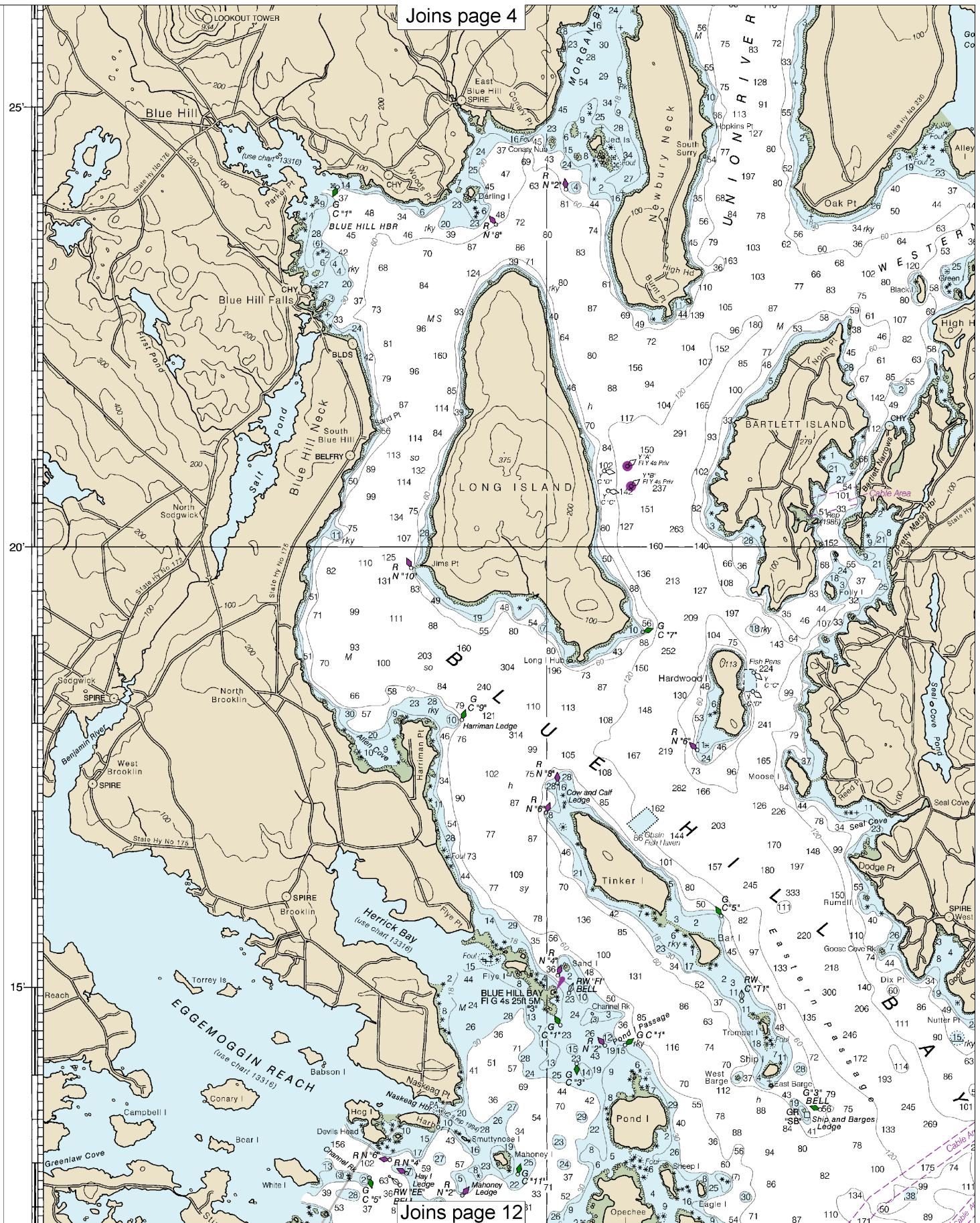
STANDPIPE

CRIDE

Joins page 11

chart 13324

Joins page 4



Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

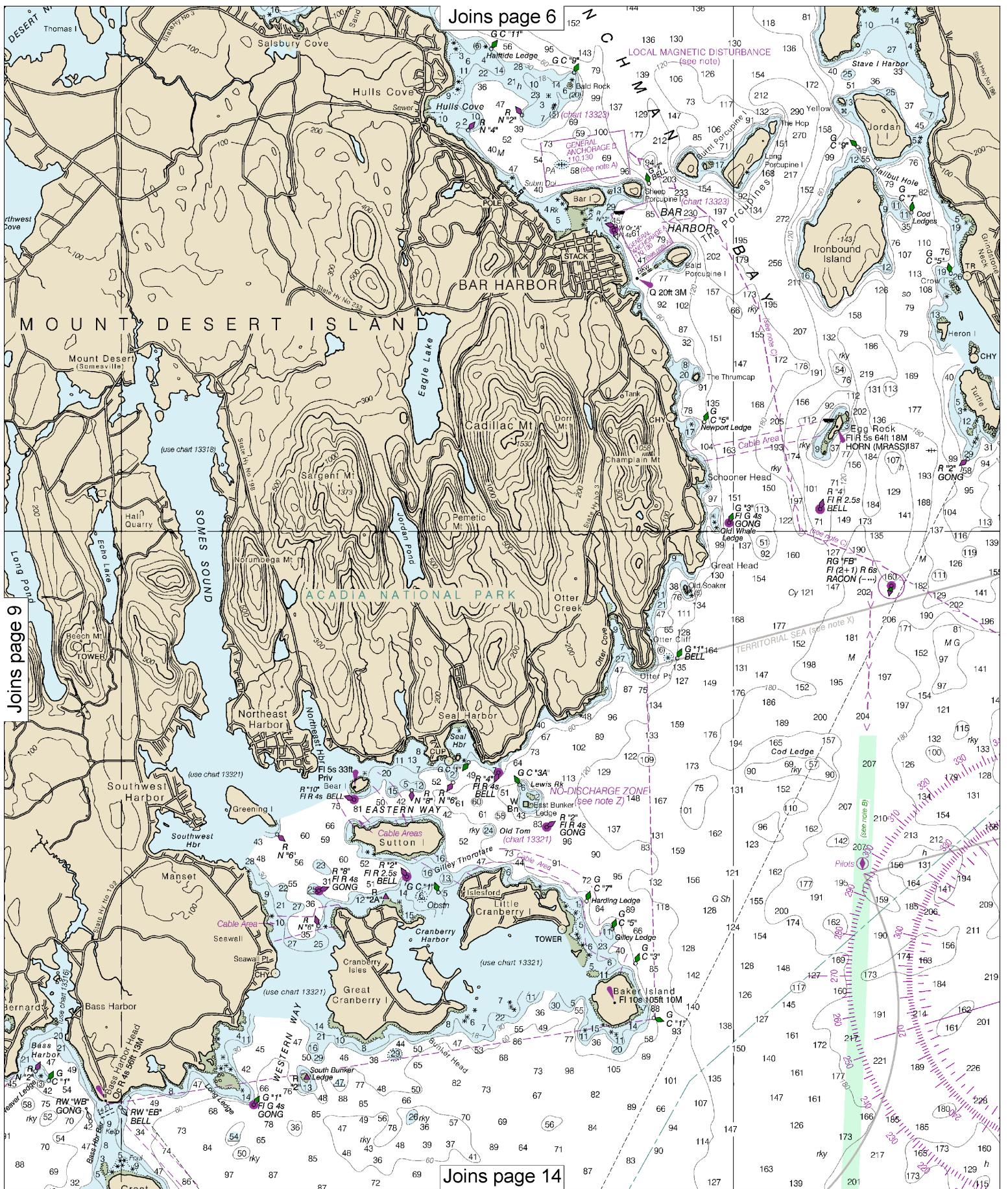
See Note on page 5.

Joins page 5



Joins page 13

9



10

Note: Chart grid lines are aligned with true north.

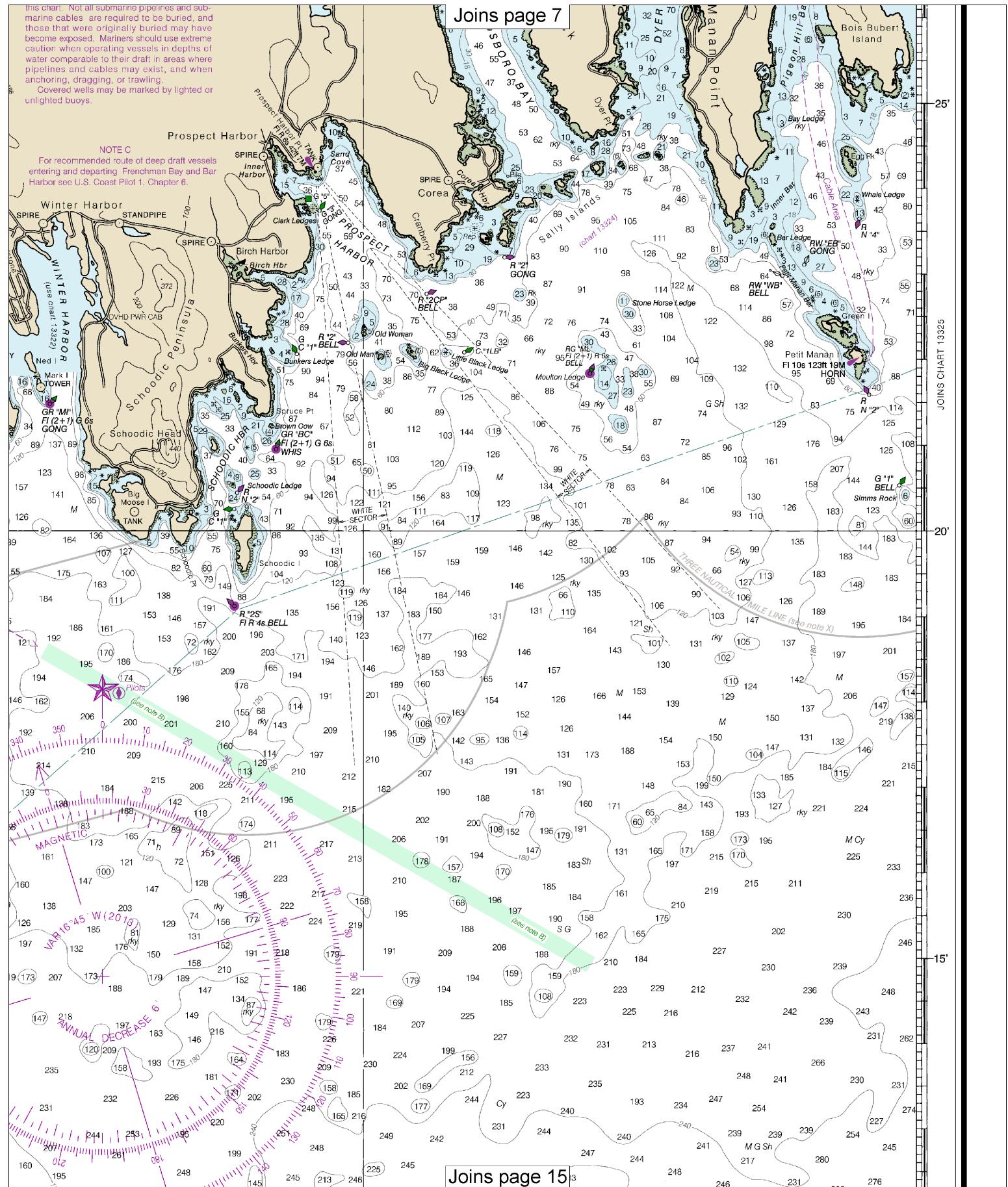
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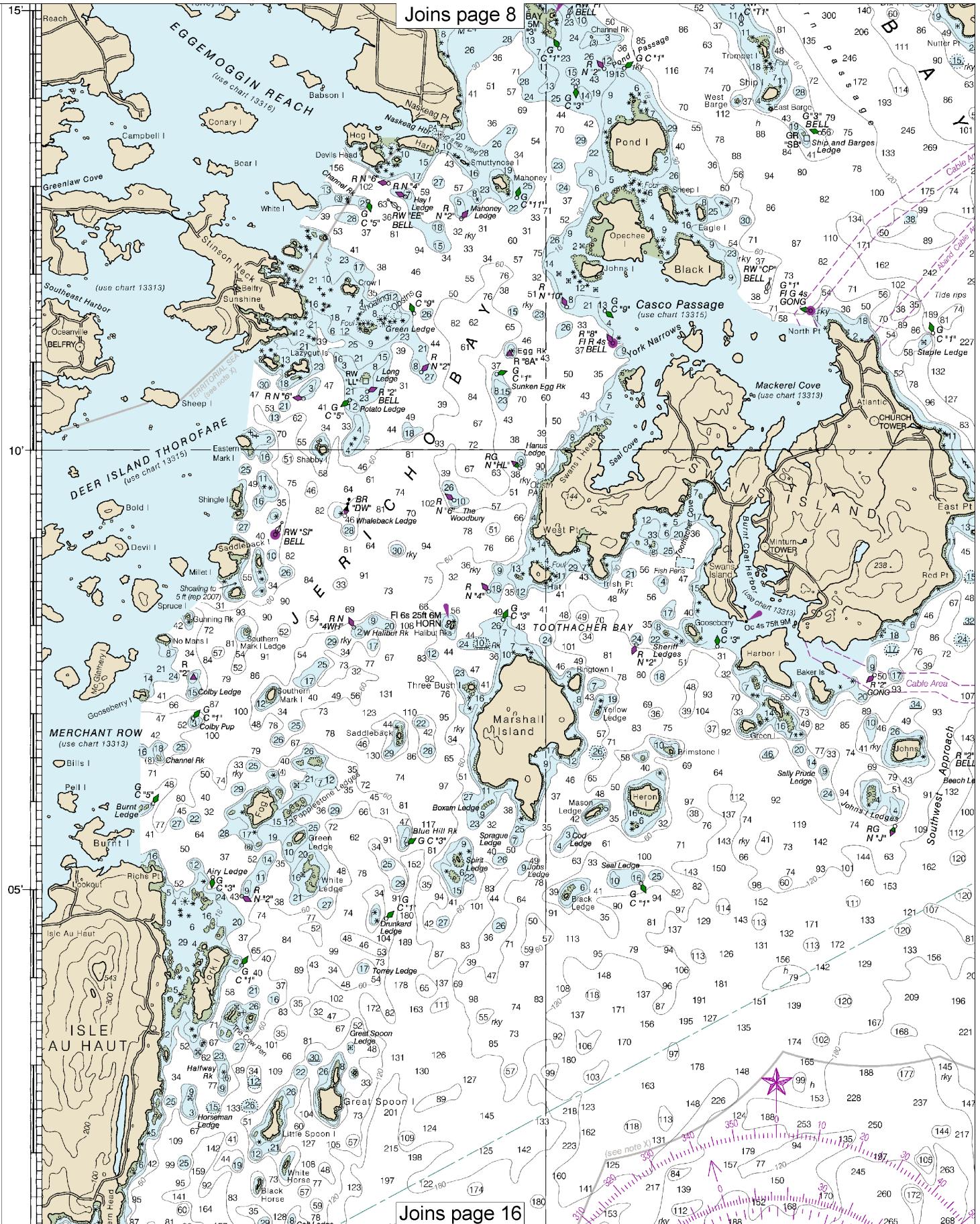
Joins page 7

NOTE C

For recommended route of deep draft vessels entering and departing Frenchman Bay and Bar Harbor see U.S. Coast Pilot 1, Chapter 6.



Joins page 8



12

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.

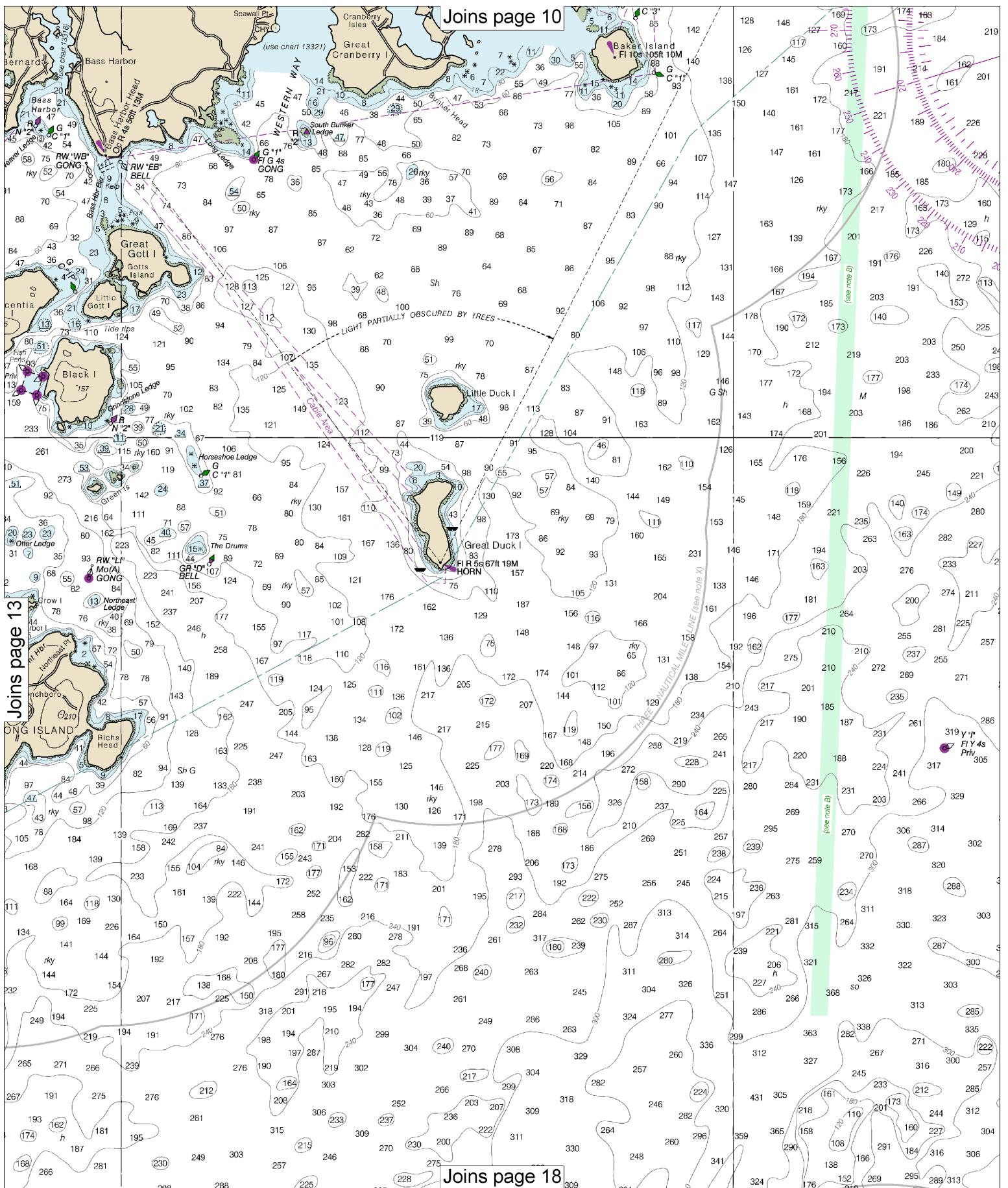


Joins page 9 |

chart 133

275 Joins page 17 243

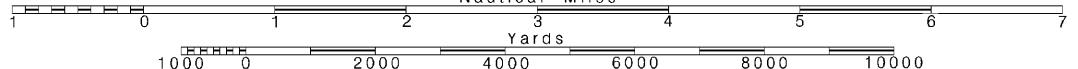
Joins page 14

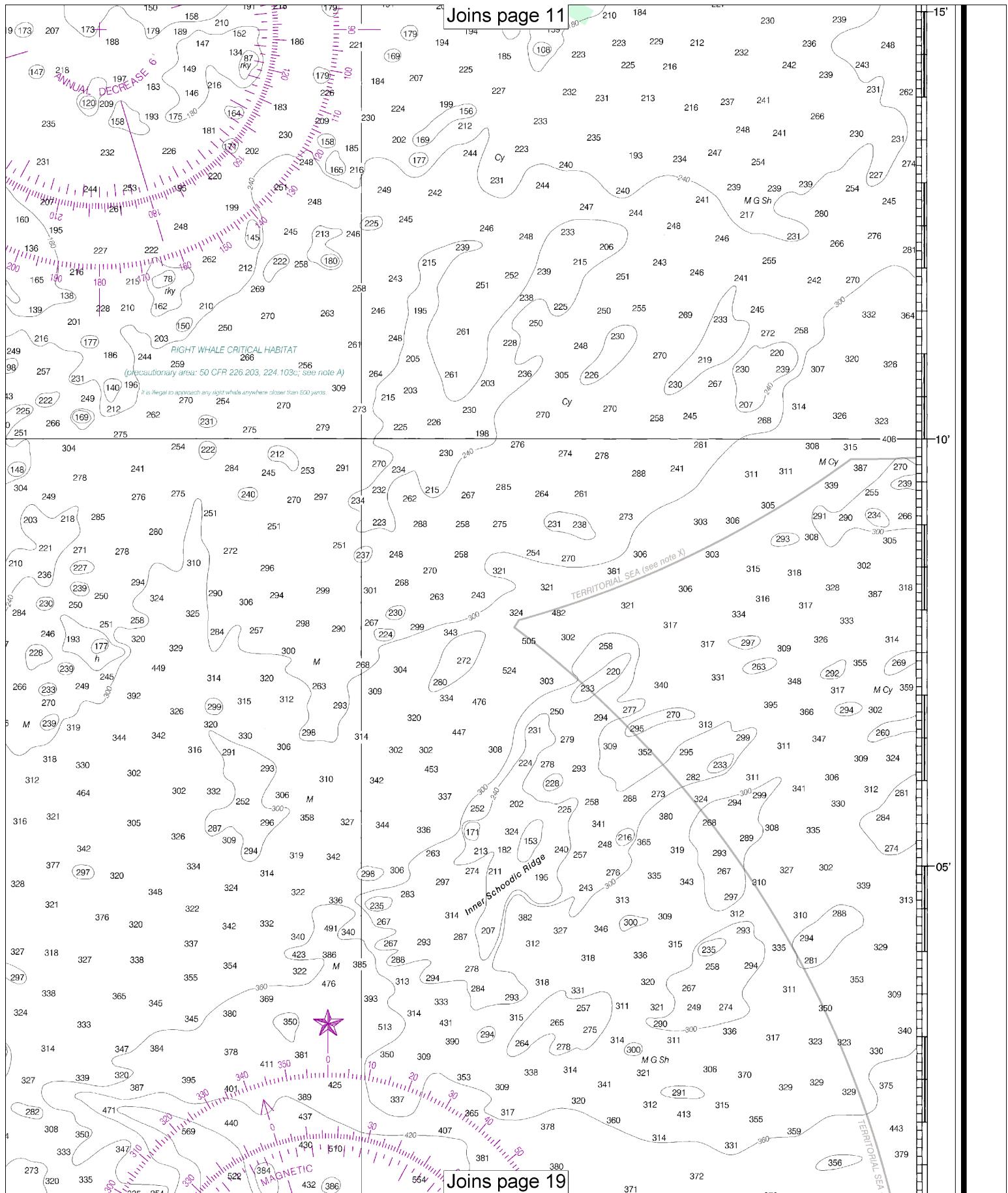


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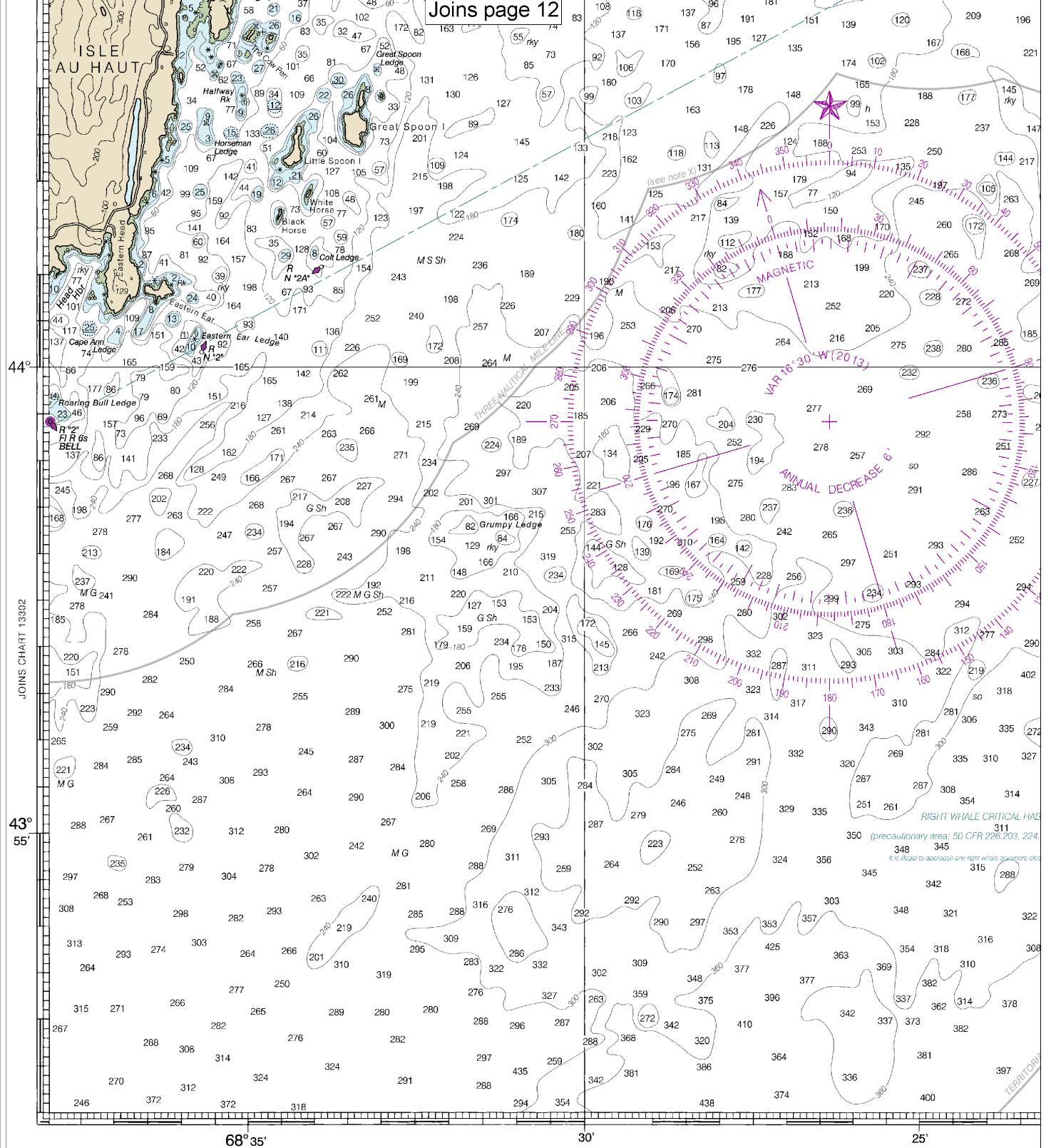
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. — SCALE 1:80,000
Nautical Miles





JOINS CHART 13302



23rd Ed., May 2013

13312

Last Correction: 5/17/2016. Cleared through:
LNM: 2516 (6/21/2016), NM: 2716 (7/2/2016), CHS: 0616 (6/24/2016)

SOUN

CAUTION

This chart has been corrected from the Notice to Mariners (NOM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

16

Note: Chart grid
lines are aligned
with true north.

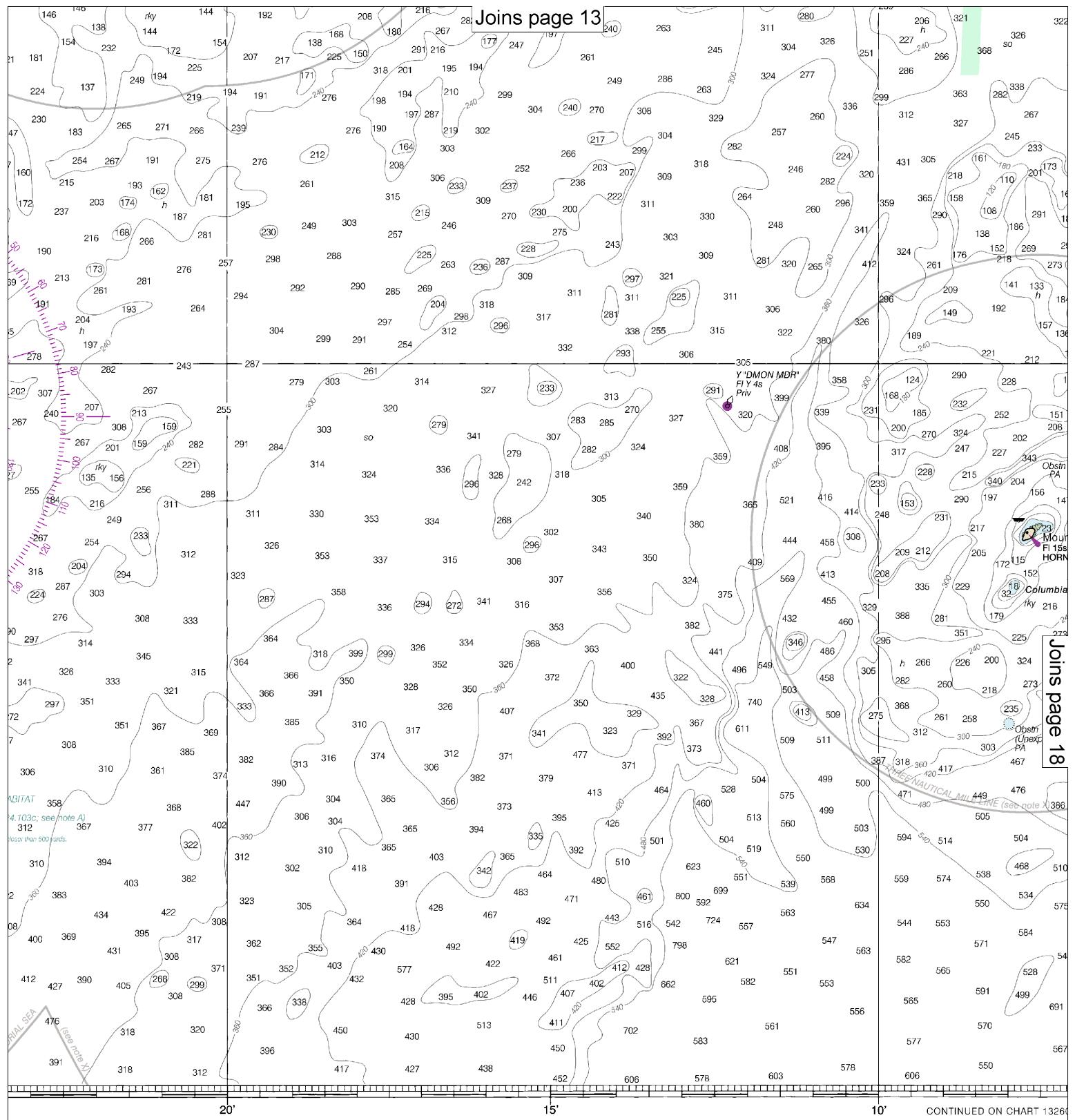
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SCALE 1:80,000
Nautical Miles

See Note on page 5.



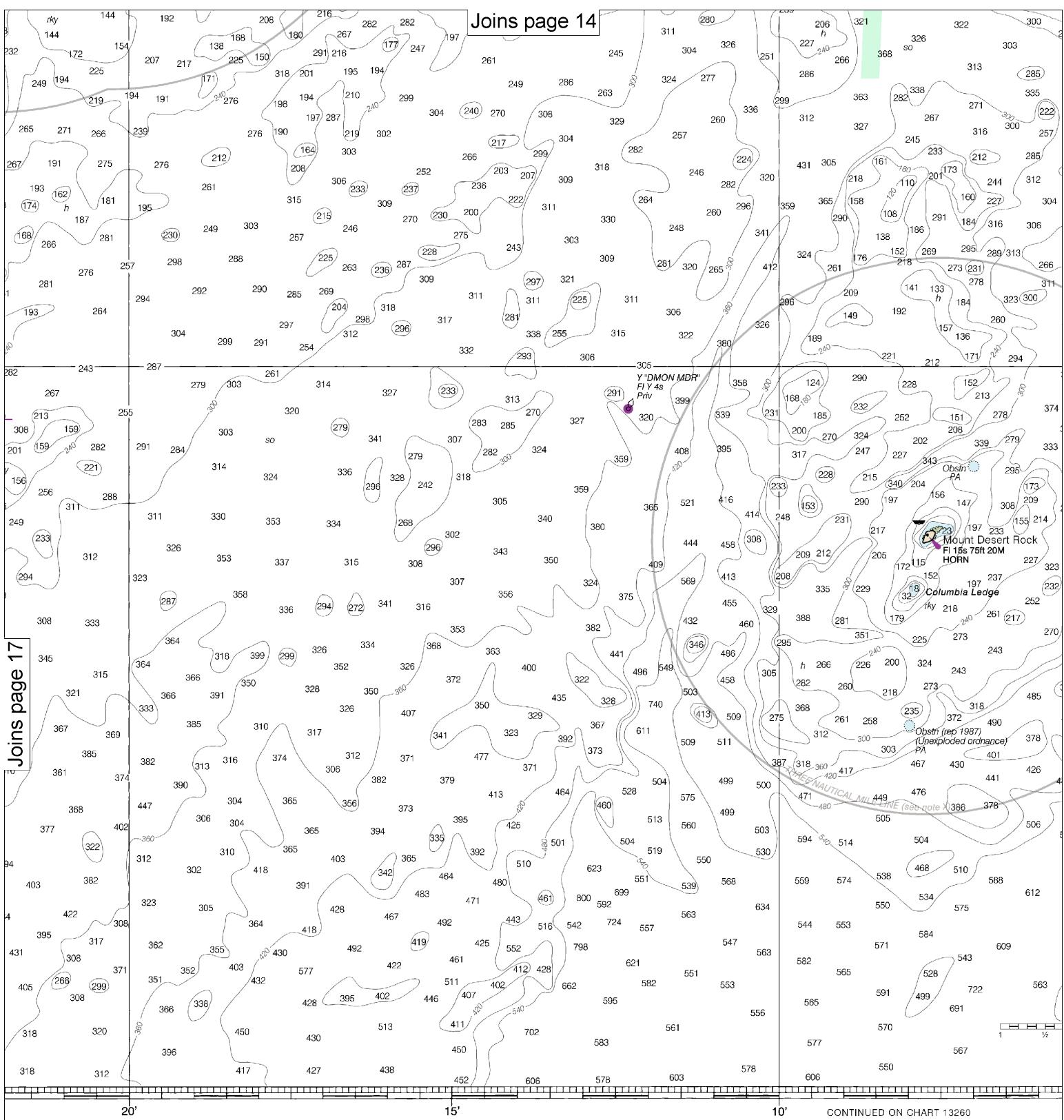
Joins page 13

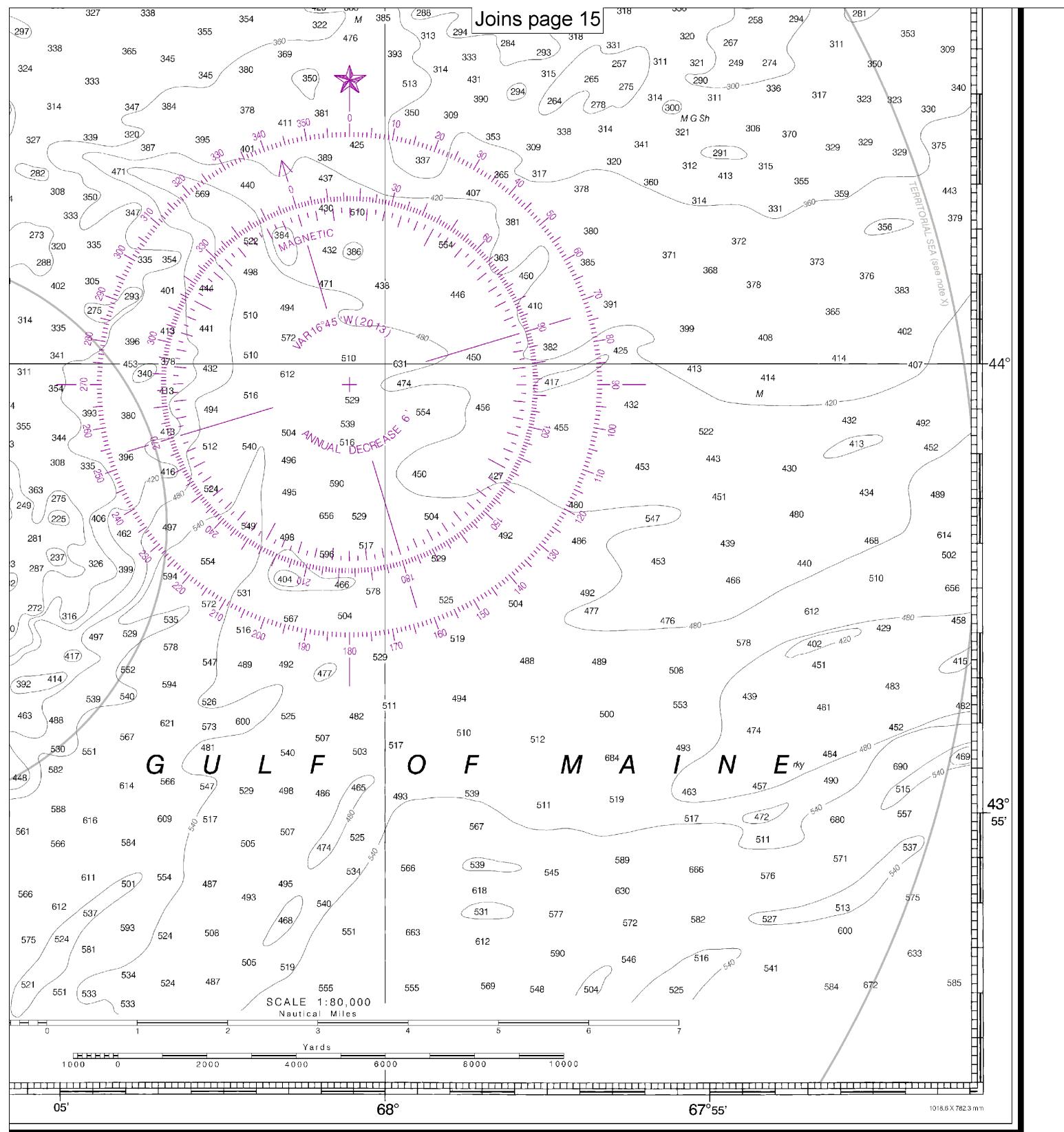


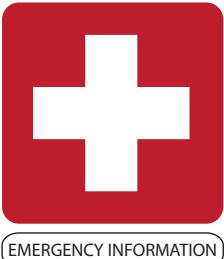
NDINGS IN FEET

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS	1	2
FEET	6	12
METERS	1	2







EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

Nautical chart related products and information

— <http://www.nauticalcharts.noaa.gov>

Interactive chart catalog

— <http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml>

Report a chart discrepancy

— <http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx>

Chart and chart related inquiries and comments

— <http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs>

Chart updates (LNM and NM corrections)

— http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html

Coast Pilot online

— <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>

Tides and Currents

— <http://tidesandcurrents.noaa.gov>

Marine Forecasts

— <http://www.nws.noaa.gov/om/marine/home.htm>

National Data Buoy Center

— <http://www.ndbc.noaa.gov/>

NowCoast web portal for coastal conditions

— <http://www.nowcoast.noaa.gov/>

National Weather Service

— <http://www.weather.gov/>

National Hurricane Center

— <http://www.nhc.noaa.gov/>

Pacific Tsunami Warning Center

— <http://ptwc.weather.gov/>

Contact Us

— <http://www.nauticalcharts.noaa.gov/staff/contact.htm>



For the latest news from Coast Survey, follow @NOAAcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.